

state debts out of the public lands. Let this Congress look to it, or they will not find their seats in the next Congress.

CLASSIFICATION OF SENATORS.—In the Senate on the 12th inst., according to the provisions of the amended constitution, the Senators proceeded to draw for the classification, which resulted as follows:

FIRST CLASS IN 1840.
John B. Sterigere, Thomas E. Cochran, Abraham Shortz.

SECOND CLASS, 1841.
Henry S. Spackman, Thomas Williams, Findlay Patterson.

THIRD CLASS, 1842.
John C. Fulmer, Robert Fleming.

The Senate now stands as follows:
Senators whose terms expire in 1840.
Samuel Stevenson, Philadelphia.
Henry Myers, Delaware.
Wm. T. Rogers, Bucks.
John Miller, Berks.
James A. Caldwell, Lancaster.
James M. Bell, Huntingdon.
Charles Frailey, Schuylkill.
John B. Sterigere, Montgomery.
Thomas E. Cochran, York.
Abraham Shortz, Northampton.

Senators whose terms expire in 1841.
Michael Snyder, Philadelphia county.
Ebenezer Kingsbury, jr. Wayne.
Elihu Case, Bradford.
Samuel M. Barclay, Bedford.
Charles B. Penrose, Cumberland.
Thomas C. Miller, Adams.
John J. Pearson, Mercer.
Joseph M. Sterrett, Erie.
Henry S. Spackman, Philadelphia.
Thomas Williams, Allegheny.
Findlay Patterson, Armstrong.

Senators whose terms expire in 1842.
Frederick Fraley, Philadelphia.
Charles Brown, Philadelphia county.
Nathaniel Brook, Chester.
John Strohm, Lancaster.
John Killinger, Lebanon.
Robert P. Maclay, Union.
Robert Fleming, Lycoming.
John H. Ewing, Washington.
William F. Coplan, Fayette.
Samuel Hays, Venango.
John C. Plumer, Westmoreland.

THE APPALLING DISASTER TO THE LEXINGTON.

Below will be found, (says the Philadelphia Inquirer of the 17th inst.) a detailed statement of the appalling disaster to the steamboat Lexington. The painful details cannot but excite sensations of the deepest sympathy in every mind. Only three individuals are thus far known to have been saved, though a hope is entertained that they may still be able to add to the number. The New York Gazette has ascertained that the Lexington had been recently overhauled and repaired thoroughly, and was in excellent order, provided with three boats, including a life-boat, and a fire engine, with the necessary apparatus and suction hose. Above all, she had, as the law requires, iron rods and tiller ropes. The life boat, like the others, was crushed before she got into the water.

From the New York Courier.

The city was yesterday thrown into a state of extreme consternation, by intelligence of a most fatal accident having befallen the steamboat Lexington, which left here on Monday afternoon, under the command of Captain George Child, on her usual trip to Stonington. We have gathered from Captain Hillard, almost the only survivor, at least as present appearances lead us to dread from this awful scene of death, from Captain Brooks of the New Haven steamboat, who received Captain Hillard on board—from the sloop Merchant, Capt. Meeker, who rescued him, and from Captain Jennings, of the sloop Ganges, who left Southport, to which place the sloop Merchant belonged, and whether she had returned, the following particulars of this distressing event:

The Lexington prosecuted her voyage until half past seven o'clock in the evening, when being between Eaton's Neck and Crane's Neck a fire was discovered to have broken out near the smoke pipe, among some bales of cotton which were stowed near it, or to which at least the flames speedily spread. An attempt was then made to get out the suction pipe, and by means of water thrown from it on the flames extinguish them; but these spread with such rapidity, that soon all access to the engine was impossible, and it continued to work for a time with fearful rapidity. Capt. Child, it would appear, then determined to steer the boat for the nearest part of the Long Island shore, and he was last seen in the wheel house at the helm. In fifteen minutes, however, the engine became immovable, and the course of the boat arrested about two miles from the land. Here she continued to burn until about three o'clock in the morning, when what remained of her sank.

It were needless to attempt to describe the scene of agonized confusion which ensued among the passengers, and indeed all on board, as soon as the fire was discovered. No order was preserved, or any attempt made to preserve it. The life-boat which was on board was thrown overboard, and broken to pieces. The Lexington had three boats besides, which were launched by the passengers while she was under full way, and immediately swamped. Some twenty of them who had life preservers about them, jumped overboard, and the rest were last seen as the flames drove them from the higher parts of the steamboat, clinging in clusters to the guard-rails, where they hung, till all went down together.

Captain Hillard, formerly of the ship Mississippi, of this port, escaped. When the progress

of the fire was such as to leave no hope, the passengers commenced throwing the deck freight overboard, probably in the expectation that some parts of it would remain floating and might be the means of saving some of them. Captain H. assisted in throwing about ten bales of cotton overboard, and in leaping on one of them. One of the firemen of the boat also succeeded in getting on the same bale, and these two, by means of a piece of board which they picked up, succeeded in keeping the bale head on to the sea until about four o'clock in the morning, when the bale capsized, but righted again with both of them on it. Until this time they had kept the upper part of their bodies comparatively dry, but were now completely wet to the skin. And now the fireman began to despond, talked of his wife and children, told Captain H. that his name was Cox, and that he resided in Oak street, New York. Captain H. endeavored to cheer him up, and at last lashed him to the bale; but at about 9 o'clock in the morning he expired. At 11 o'clock Captain H. was rescued by Captain Meeker, in the sloop Merchant, of Southport.

This same vessel also rescued Captain Manchester, the pilot, and a fireman named Smith, who were each on a bale of cotton. The fireman says, that soon after the fire was discovered, he sought refuge on the rudder, expecting the boiler would burst, but whilst there, two boys who could not swim, entreated him to give them his place, which he consented to, on condition that they threw him a bale of cotton, which they did, and to which he swam. The boat then drifted some distance ahead of him, but when her upper works were burned, he again floated near her, and saw several of the passengers and crew on pieces of the wreck. They, however, gradually became exhausted and fell off.

Captain Manchester, the Pilot, adds little to the above particulars; he and the fireman last spoken of were badly frozen.

Capt. Hillard estimates the number of passengers at one hundred and fifty; but Captain Manchester says he thinks there were not more than seventy-five on board, and we find that the latter number is considered at the office of the Company to which the boat belonged, to be the nearest probability. What chance is there that any more have been saved? Captain Hillard says, that at about eight o'clock in the morning a schooner beating to westward passed him while on the bale of cotton, about a mile off. She did not see him, but is possible she may have fallen in with some of the other passengers floating on pieces of the wreck. The conflagration of the boat was seen from Norwalk and Bridgeport, on the Connecticut shore, but the state of the tide and the ice prevented them getting out their boats to go to her assistance, and though the attempt was made, it was found impossible to succeed.

It is stated in some of the accounts that the tiller ropes were burned. This is not correct. Capt. Hillard says positively, that the boat answered her helm up to the time her engine stopped, and that she had not had metal rods and chains connected with her rudder, it would long before have been useless. That she was provided with them is indisputable.

Yet we cannot but think that the company to which the boat belonged are highly censurable for encumbering her deck with so much freight, particularly with a material so inflammable as cotton. Doubly censurable are they in the present instance, as we know that not three weeks since, a fire broke out on board this same boat among the goods on deck, which was not extinguished without considerable loss. Not only is the danger always great on board of a steamboat, with merchandise all around, and sparks falling among it, but the difficulty of getting to the spot which has ignited, becomes proportionally increased, and prevents it being extinguished when discovered, as it naturally will be, before it has gained much headway.

The New York Gazette in speaking of the above disaster, says:

"The victims have gone down to a death in darkness whose gloom will never be dispelled or relieved by a ray of light to those they have left behind them. The horrors of that scene can never be realized—never even imagined, but by the few survivors, and scarcely by them; for the last awful struggle of those who remained amid the burning fragments of the vessel until they were reduced to the appalling alternative of the flames or the frost, were only witnessed by the black billows that raged around them. Their only requiem was the angry howling of the surge, and the agonizing screams of mutual misery and mutual terror! There, were witnessed woes such as human nature is rarely called upon to endure—there, uttered plaints more heart-rending than agony is often called upon to utter—there were severed ties, the tenderest that link one human being to another on this earth. The mother there clung to the infant until she saw it perish on her bosom, and soon followed it in one wild and distracted utterance of its father's name! There, did the husband and father breathe his last inspiration for the wife of his bosom, and the child of his heart, left but few brief hours before in a happy home, and that moment unconscious of his fate. On that sad spot, upon the bleak and stormy coast of Long Island, were severed the nearest and dearest relations of life. There he buried beneath the blue wave, all that was loved in life. In short,

"That cannot but have one tender tie, But there, dissolved, its relics lie."

It were almost too much to dwell on such a theme. "The heart grows liquid while we write." Peace to the dead and grace and consolation to the living—comfort to the mourner and resignation to the surviving relative!

THE LEXINGTON.—We have some additional particulars in relation to the

ling steamboat disaster. Much censure is lavished upon the proprietors of the boat. The fourth survivor was the second mate of the fasted steamer, Mr. CORLEY. He floated ashore on a bale of cotton, on which he had been two days and two nights. His fingers and both feet were frozen as stiff as marble, and he was without either coat or hat. It was found necessary to cut off his boots. He was improving at the last dates. The steamboat Statesman, which was dispatched on Thursday by the proprietors of the Lexington, to cruise on the sound in search of bodies and the trunks of passengers, returned to New York on Saturday. Five bodies were recovered. One identified was that of Stephen Waterbury, of the firm of Mead & Waterbury of New York. Upon another was found a memorandum book with the name of Philo Upson, South Egremont, Mass. One was that of a little boy, probably four or five years old. The others from their appearance, were probably deck hands of the boat. *Philada. Inq. Jan. 20.*

THE LEXINGTON.—The New York papers of yesterday furnish us with a few more particulars in relation to the Lexington. Twelve dead bodies have been recovered in all. The number of sufferers is now estimated at 120.

The faces of all the bodies discovered by the Statesman, were much scorched with fire. Captain Manchester, the pilot sates that in relation to the specie on board, that having one bucket on the forward deck to bail water with, the passengers burst the heads of the specie kegs in, emptied the money out, and used the kegs in the place of buckets.

The five bodies brought by the Statesman, have been identified, with the exception of that of a little boy about four years of age—He was found about fifteen miles from the scene of the disaster, and is probably one of two children from who with a gentleman and lady came from the Philadelphia boat on Monday afternoon. When discovered his face was covered with a lady's green veil, the last act of a mother's love endeavoring to screen the features of her boy from the advancing flames. *Philada. Inq. Jan. 21.*

We were called to view a few days since a new article in the coach-making line here, made by the ingenious Mr. Blair, Race street above Eighth. It is a vehicle after the form of a Russian Droshky, and is intended for a physician of this city. It is perfectly beautiful, compact and strong, and there is no question when its conveniences are known the use of it will find much favor. The body of it is so low that one can step in and out without much difficulty, and the arrangements are such that it has the snugness and comfort of a close carriage with the lightness of a one horse vehicle. *Philadelphia Pap.*

Not bad.—It is stated, that the people are of opinion that General Harrison has lived in a 'log cabin' long enough, and intend on the 4th of March, 1841 to give him free rent of the great white house in Washington city.

Because sentence against an evil work is not executed speedily—therefore the hearts of the sons of men are fully set in them to do evil.

Upwards of fifty thousand bales of Cotton have already been received at Macon, Ga.



FROM HARRISBURG.

A letter from Harrisburg dated Tuesday, and posted at the Philadelphia Exchange, says—"A bill passed the House on a second reading, this morning, by a vote of 67 to 23, directing the Banks of the Commonwealth to resume specie payments for all their notes and liabilities (except such deposits as the Banks have agreed with the depositors shall be paid in current bank notes) on the 1st of February."

MARRIED.

In Philadelphia, on the 21st inst., by the Rev. Charles Brown, Mr. William Dean, of Stroudsburg, Monroe county, to Miss Sarah K. Mathews, of Lumberville, Bucks county, Pa.

Jury List for Monroe County.

List of persons drawn to serve as Grand Jurors, at February session, 1840.
1 Wm. McNeal, Hamilton.
2 George Dersheimer, Chesnut Hill.
3 Alfred Drake, Stroud.
4 George Ace, Smithfield.
5 David Penner, do.
6 John L. Staples, Stroud.
7 George Wolf, do.
8 Adam Andrews, do.
9 John Brotzman, Tobyhanna.
10 Francis J. Smith, Stroud.
11 George Metzger, Smithfield.
12 James Newhart, Hamilton.
13 John Frankenhild, Stroud.
14 Luke Brodhead, Smithfield.
15 Casper Metzger, Hamilton.
16 Nicholas Hawk, Chesnut Hill.
17 Leonard Barron, Smithfield.
18 George Hawk, Chesnut Hill.
19 Wm. L. Stroud, do.
20 Wm. L. Stroud, Hamilton.
21 Nathan Brook, Stroud.
22 John Delong, do.
23 John V. Cootbaugh, M. Smithfield.
24 John Michael, jr.

List of persons drawn to serve as Petit Jurors, at February session, 1840.
Jacob Henry, Pocono.

2 John Fellingner, Hamilton.
3 James Van Buskirk, Stroud.
4 Daniel B. Burnett, do.
5 Peter Kunkle, Chesnut Hill.
6 Charles Labar, M. Smithfield.
7 Philip Kresge, Chesnut Hill.
8 Peter Storm, Price.
9 George Kresge, Chesnut Hill.
10 Peter Kemmerer, Hamilton.
11 Daniel Schaefer, Ross.
12 John Edinger, Pocono.
13 Andrew Frutchy, M. Smithfield.
14 Barney Decker, do.
15 Joseph Altemus, Chesnut Hill.
16 Vancura Bush, Stroud.
17 William Bising, Pocono.
18 John Dewitt, M. Smithfield.
19 Franklin Starbird, Stroud.
20 Emanuel Gumsales, M. Smithfield.
21 John Hohenbuehl, sen. Stroud.
22 Jacob Bush, Price.
23 Jacob Cramer, Smithfield.
24 David Ruth, Ross.
25 Jacob Bittenbender, Hamilton.
26 Charles J. Walton, Chesnut Hill.
27 Benjamin Price, Price.
28 Peter Newhart, Pocono.
29 John Hoffard, Stroud.
30 John Wolf, Smithfield.
31 Abraham Berry, Tobyhanna.
32 Samuel Ruth, Hamilton.
33 Joseph S. Teel, Chesnut Hill.
34 Matthew G. J. Grattan, M. Smithfield.
35 John Pope, Coolbaugh.

PROSPECTUS OF THE

Jeffersonian Republican,

A new Weekly Paper, to be published at Stroudsburg, Monroe County, Pa., and Milford, Pike County, Pa., simultaneously.

"The whole art of Government consists in the art of being honest.—Jefferson.

THE JEFFERSONIAN REPUBLICAN in principle, will be all its title purports, the firm and unwavering advocate of the principles and doctrines of the democratic party, delineated by the illustrious JEFFERSON: the right of the people to think, to speak, and to act, independently, on all subjects, holding themselves responsible to no power for the free exercise of this right, but their God, their Country, and her Laws, which they themselves have created.—A free and untrammelled Press, conducted in a spirit worthy of our institutions, is a public blessing, a safeguard to the Constitution under which we live, and it should be cherished and supported by every true republican. Such, then, it is designed to make the paper now established, and as such, the publisher calls upon the enlightened citizens of Monroe and Pike to aid him in the laudable enterprise. The time has arrived when the Press should take a bold and fearless stand against the evidently increasing moral and political degeneracy of the day, and endeavor, by a fair, candid, and honorable course, to remove those barriers which sectional prejudices, party spirit, and party animosity have reared to mar the social relations of men without accomplishing any paramount good.

THE JEFFERSONIAN REPUBLICAN will not seek to lead or follow any faction, or to advocate and support the schemes of any particular set of men. It will speak independently on all State and National questions, awarding to each that support which its merits may demand, never hesitating, however, to condemn such measures, as in the opinion of the editor is justly warranted, holding as a first principle:

"The greatest good to the greatest number."

Believing that the great principles of democracy are disregarded by the present Chief Magistrate of the Nation, MARTIN VAN BUREN, the JEFFERSONIAN REPUBLICAN, will decidedly, but honorably oppose his re-election to the high and responsible station which he now holds.

It will firmly oppose the "Independent Treasury" Scheme, and all other schemes having for their object the concentration in the hands of one man, and that man the President of the Nation, all power over the public moneys, a power, which, when combined with that vested in him by the Constitution as Commander-in-Chief of the American forces, Military and Naval, together with an enormous official patronage, would render him more powerful than the Executive of the British Nation, and in short make our Government, de facto an Elective Monarchy.

It will ever maintain that the welfare of our Country and the preservation of her Republican Institutions should be the first and only sentiments of our hearts in the choice of our public servants; that honesty, fidelity, and capability, are the only true tests of merit; that all men are created equal, and, therefore, should alike enjoy the privileges conferred on them by the Constitution without being subject to prescription, or coerced by the influence of party.

The columns of the JEFFERSONIAN REPUBLICAN will ever be open to the free discussion of all political questions, believing as we do, that there is no liberty where both sides may not be heard, and where one portion of freemen are denied the privilege of declaring their sentiments through the medium of the Press, because they differ from the majority.

The JEFFERSONIAN REPUBLICAN will ever take a lively interest in the affairs of Monroe and Pike, and of the Senatorial and Congressional Districts with which they are connected.

The Farmer, the Merchant, the Mechanic, and the Laborer, will each find a friend in the columns of the JEFFERSONIAN REPUBLICAN. Due care will be taken to furnish its readers with the latest Foreign and Domestic News, and such Miscellaneous reading as will be both interesting and instructive. In short it is designed to make the paper worthy of an extensive patronage, both from the strictly moral tone which it will ever possess, and the efforts of the editor to make it a good and useful Family Newspaper.

The JEFFERSONIAN REPUBLICAN will be printed on a super-royal sheet of good quality, and with good type.

Terms—\$2 in advance; \$2.25 at the end of six months, and \$2.50 if not paid before the expiration of the year. No subscription taken for a less term than six months.

RICHARD NUGENT

Temperance Meeting.

A MEETING of the "Total Abstinence Society" will be held on Wednesday evening, 4th of February proximo, at the Methodist Church in this Borough, at early candle light. A lecture is expected to be delivered, and thereafter a Secretary for the Society is to be elected.

By request of the Secretary pro tem.
Stroudsburg, January 31, 1840.

NOTICE.

ALL persons indebted to the Estate of JOHN STARBIRD, late of Stroud township, Monroe county, deceased, are requested to make immediate payment; and those having demands against the said Estate, are desired to present them in proper order for settlement.

HANNAH STARBIRD.

January 31, 1840.—Gt. Executor.

NEW GOODS.

THE Subscriber, in addition to his Fall supply has just received a full and complete assortment of GOODS admirably adapted to the season, consisting of

Dry Goods, Groceries, Crockery, Hard and Hollow Ware, STEEL, NAILS, and NAIL RODS, in fact a complete assortment of all kinds of goods usually kept in a country store, all of which he is disposed to sell at moderate prices.

N. B. Grain and Country produce, White and yellow pine boards will be taken in exchange; also, oak joist, &c. &c.

WILLIAM EASTBURN.

Stroudsburg, Jan. 15th, 1840.

Wholesale and Retail CABINET WARE, AND LOOKING-GLASS MANUFACTORY.

THE subscriber respectfully informs the citizens of Stroudsburg and the public generally, that he has taken the shop recently occupied by James Palmer, on Elizabeth street, nearly opposite the Stroudsburg House, in this Borough, where he intends carrying on the Cabinet Making business in all its various branches.

He shall keep constantly on hand or make to order all kinds of furniture: Sideboards, Bureaus, Sofas, Centrotables, Breakfast and Dining Tables, Wash Stands, Bedsteads, &c. &c. together with every other article usually kept at such establishments; all of which he will set at the Eastern prices.

As his materials will be of the best quality, and all articles manufactured at his establishment will be done by first rate workmen, he confidently assures the public that his endeavors to render general satisfaction will not be unrewarded.

He respectfully invites the public to call and examine his stock before purchasing elsewhere.

Chairs, Settees, &c. will be kept constantly on hand and for sale.

CHARLES CAREY.

Stroudsburg, Jan. 15, 1840.



TIN WARE MANUFACTORY.

D. W. BUTZ begs leave respectfully to inform the inhabitants of Stroudsburg, and vicinity, that he continues to manufacture every description of TIN WARE, at his establishment, on Elizabeth street, and where a general supply is constantly kept on hand. Those wishing to purchase good articles, and at reasonable prices, will do well to call and examine his assortment before purchasing elsewhere.

STOVE PIPE of all sizes to suit purchasers' always on hand—cheap for cash.

Stroudsburg, Jan. 15, 1840.

JOHN H. MELICK, CLOCK & WATCHMAKER.

RESPECTFULLY informs the inhabitants of Monroe and adjoining Counties, that he is ready at all times to discharge his duties to all who may favor him with their custom. Mending and Engraving neatly executed. Clocks, Watches, and Music Boxes repaired and warranted.

If Always on hand, and for sale, a variety of Clocks, Watches, and Jewellery.

Stroudsburg, Jan. 15, 1840.

DISSOLUTION.

TWENTY the partnership heretofore existing between the subscribers trading under the firm of Stokes & Brown, is this day dissolved by mutual consent. The business of the late firm will be settled by Stogdell Stokes, who is duly authorized to settle the same.

STOGDELL STOKES, J. A. BROWN.

All persons indebted to the firm of Stokes & Brown, are particularly requested to make settlement on or before the first day of March next, and those having claims against the firm present them for settlement.

STOGDELL STOKES.

Stroudsburg, Jan. 1st, 1840.

PAINTING & GLAZING.

THE Subscriber respectfully informs the public, that he is prepared to execute all kinds of Plain & Ornamental Painting, Glazing, &c.

At his shop nearly opposite the store of William Eastburn, where all orders in his line will be thankfully received and punctually attended to.

JAMES PALMER.

Stroudsburg, Jan. 15, 1840.